

# **LIGHTS**

## **INTERIOR LIGHTS**

### **Instrument Lighting**

Non-CRT (EFIS) instruments are internally lighted by 5 Vdc bulbs. Electrical power is supplied by special converters. Inscriptions on overhead panel and on the pedestal are illuminated by edge lights which receive 5 Vdc electrical power. COCKPIT LIGHTS/MASTER, switch, located on overhead panel, controls instrument and edge lights. Lights Intensity is regulated by following rheostats:

STBY INSTR - regulates internal lighting of standby instruments on the center panel, landing gear panel, ECS panel and instrument lights

PEDESTAL - regulates, edge lights which illuminate inscriptions on pedestal and instrument lights

OVERHEAD - regulates, edge lights which illuminate inscriptions on overhead panel

FLOOD - regulates cockpit flood lights, as selected from FLOOD BRIGHT/DIM switch

INSTR DIM (L/R) - regulates pilot/copilot instrument panel lighting, respectively

Electrical power is supplied by left and right distribution buses through following LIGHTS circuit breakers, on overhead panel:

L INSTR/OH/CONS, R INSTR and FLOOD LIGHT BRIGHT & DIM

(Continued)

## Map Lights

A map light is installed above each pilot position. Each light is individually controlled by pushbutton on respective pilot control wheel. Light intensity may be individually regulated by rheostat installed adjacent to light.

Electrical power (28 VDC) is supplied by emergency bus through MAP DOME/STEP circuit breaker, on overhead panel.

## Dome Light

Flight compartment dome light is controlled by DOME switch on overhead panel.

Electrical power is supplied by emergency bus through MAP DOME/STEP circuit breaker on overhead panel.

## CABIN LIGHTS

### Instruction Lights

Passenger instruction lights, **NO SMOKING** and **FASTEN SEAT BELTS** are controlled by switch on overhead panel. Switch positions are BELTS, OFF and BELTS/NO SMOKE. Lights are also automatically illuminated before landing, even if switch is OFF, when nose gear uplock is released, and lights stay on, while on ground, until electrical power is switched off -

Electrical power is supplied by No. 1 distribution bus, through R READ & WIND/CABIN SIGN circuit breaker, on overhead panel.

### Reading and Indirect Lights

Passenger reading lights and indirect, fluorescent cabin lights are controlled by master CABIN LIGHTS switch - READ/OFF/INDIRECT READ - located on overhead panel. Each passenger may control his

## **Gulfstream G200 - Lighting**

reading light by pressing pushbutton adjacent to light above his seat, only if pilot CABIN LIGHTS switch is not in OFF position.

Indirect lights are powered by special inverters.

Electrical power for reading and cabin lights is supplied by No. 1 and No. 2 distribution buses through L READ OH IND and R READ AISLE/CABIN SIGN circuit breakers, on overhead panel.

## Emergency Lights

The emergency light system is entirely independent of the main lighting system of the aircraft.

The system consists of two independent emergency light boxes with associated switches. One box is located on the cockpit left aft side, and the second is located in the rear right side of the cabin near the emergency exit window.

The external emergency lights include:

- Left main escape route and airstaires light.
- Right over-wing escape route light.
- Right ground escape route light.

The internal emergency lights include:

- Entrance door illumination and an exit sign located above the door.
- Left cabin general illumination light.
- Right cabin general illumination light (near the emergency exit)
- Emergency escape path lighting - 13 lights located on the aisle floor with an arrow pointing to the nearest emergency exit.
- Two exit signs located in the vicinity of the door and emergency exit.

The emergency lights are powered by battery packs located on the emergency light boxes. The batteries are continuously charged by the aircraft electrical power. The lights may be activated by a switch with OFF, ON and ARM positions. The switch is normally guarded in ARM position. Loss of electrical power causes emergency lights to come on. Emergency lights may be activated by placing cockpit switch or cabin entrance switch in ON position.

## Caution Messages

**EMERG LT SW** - EMERG LT switch is not in ARM position

## **EXTERIOR LIGHTS**

### **Position and Strobe Lights**

One position and one strobe light are installed at each wing tip. A third position light is installed on the tail cone.

### **Anti Collision Lights**

Two red/white anti-collision/recognition lights are installed, one atop the tail, the other under the fuselage to provide a pulsing 360° warning. The white lights operate in flight and the red lights operate on ground. The white lights have illumination intensity four times greater than the red lights.

### **Ice Inspection Lights**

Ice inspection lights, installed on each side of the fuselage, forward of the wing leading edge, enable visual inspection of the wings for ice formation and de-icing boots operation, while flying in darkness.

### **Taxi Lights**

Two sealed beam taxi light are installed on nosewheel gear strut.

### **Landing Lights**

A sealed beam landing light is installed at each wing root. Pulsating lights system is optionally available.

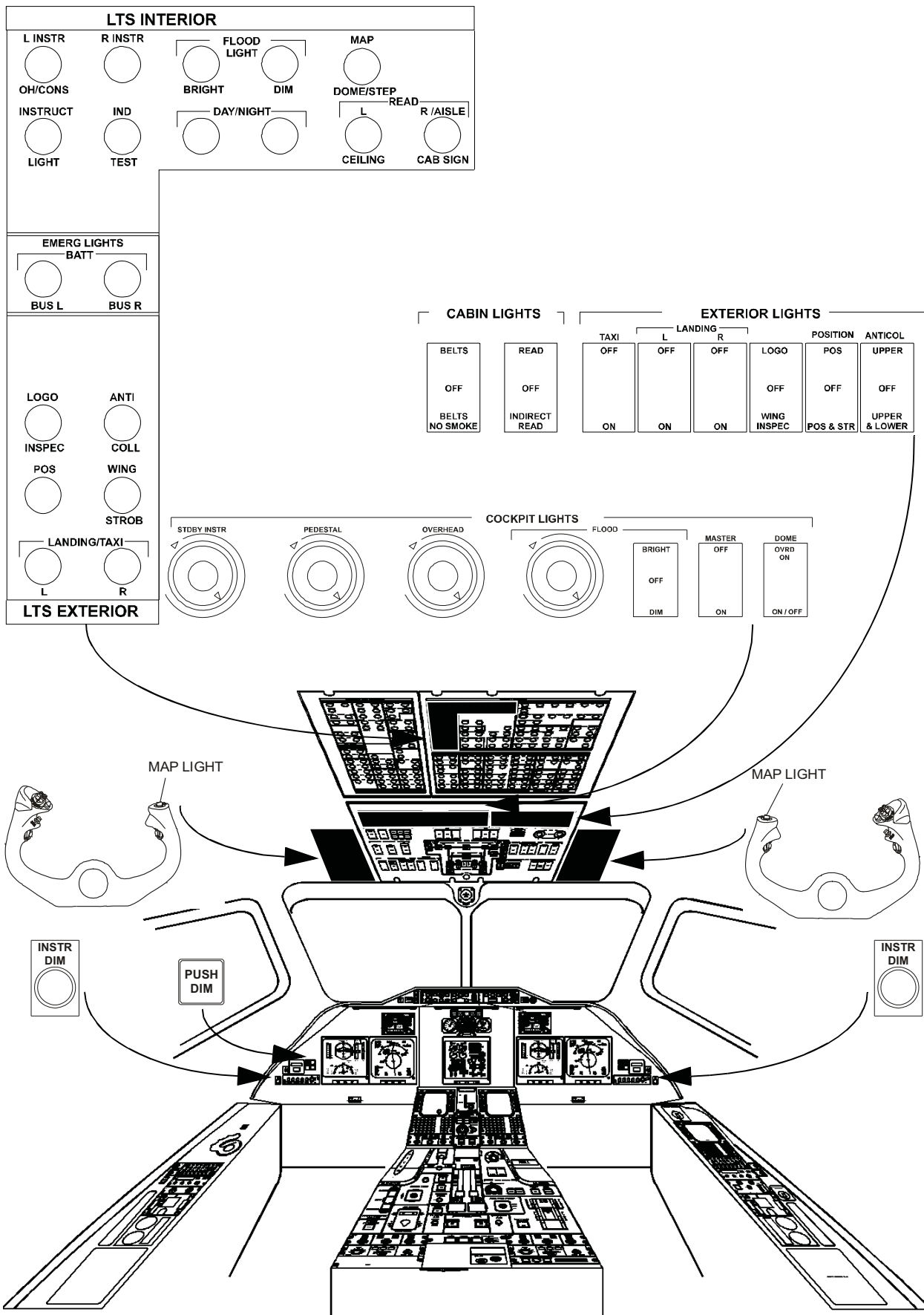
### **Stair Lights**

Each stair on the airstair door is lit by a light located at center of the stair.

### **Logo Lights (Optional)**

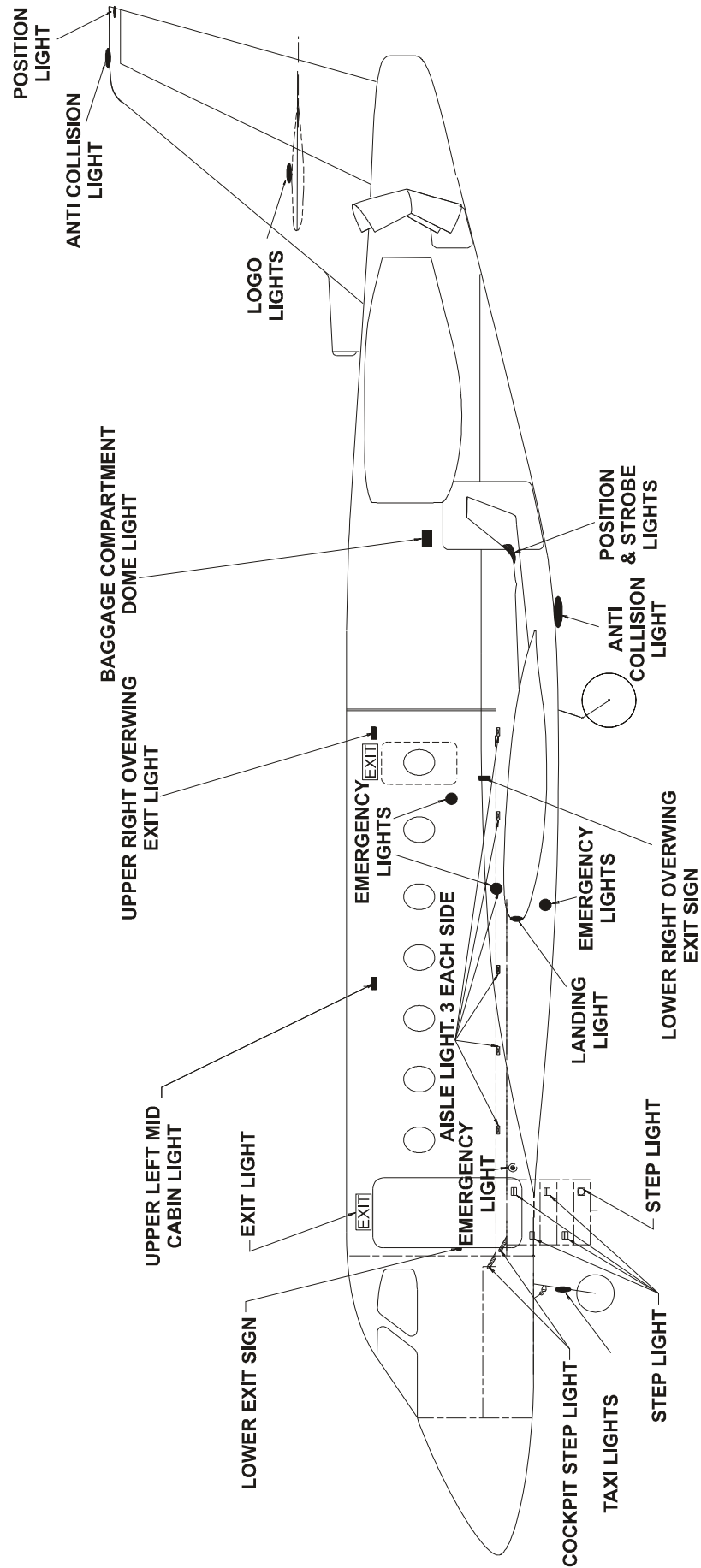
One logo light is installed in each horizontal stabilizer upper surface to illuminate the vertical stabilizer and rudder from both sides.

# Gulfstream G200 - Lighting



**Figure 5-45. Lighting System Controls**

# Gulfstream G200 - Lighting



**Figure 5-46. Exterior and Interior Lights Location**